

ROCKEFELLER CORRESPONDENCE PUBLIC

(By Associated Press.)

CHICAGO, April 29.—Correspondence between John D. Rockefeller Jr. and L. M. Bowers, chairman of the executive department of the Colorado Fuel and Iron company, was given out here today by the local field headquarters of the United States Commission on Industrial Relations. The letters and telegrams relate to the strike of coal miners in southern Colorado and were submitted to the commission in accordance with a demand for them at the hearing in New York, January 18 to February 6 last.

The letters from Mr. Bowers to his superiors in New York emphasized that the company had anticipated industrial unrest and possible strike by initiating various reforms, such as the eight-hour day, bi-monthly paydays and the employment by the men of their own check weighman. Bowers maintains in the correspondence that these measures were voluntary on the part of the company and were not forced by the laws of the state, as was maintained by the union men.

The first of the letters, dated September 16, 1913, was addressed to Bowers by Starr J. Murphy and described a call made by Ethelbert Stewart, chief statistician of the Bureau of Labor Statistics of the United States Department of Labor. Stewart talked with Murphy inasmuch as John D. Rockefeller Jr. was absent on a vacation.

The letter states that Stewart, who had been appointed a mediator in the threatened strike, told the writer that he had called in New York to determine whether "it would be worth while for him to go to Colorado." Murphy wrote that he informed Stewart that the industrial dispute "would have to be handled by the executive officers in Colorado; that we here in the east knew nothing about conditions, and would be unwilling to make any suggestions to the executive officers." The letter adds:

"Our interview was very pleasant, and Mr. Stewart does not seem to be at all of the labor agitator type." In acknowledging this letter Bowers complimented Murphy for the manner in which he handled the subject inasmuch as he thus left the Colorado men "unhappily in the event there is a strike among the coal miners in southern Colorado." The executive officers of the company then proceeded to outline for Murphy's information the methods by which the concern had convinced itself that certain reforms were necessary.

"We have found it desirable to take up from time to time those questions that were likely to reach a controversy and studied them from every angle," wrote Bowers. "Where we could meet them by making certain economic changes without loss we have taken the initiative in their application in this mining district. We have been opposed by some of our competitive operators, whose no-

tions of fairness are in our opinion somewhat lopsided, but our position among them was such that we have been able to inaugurate and carry out these changes without serious criticism on the part of these competitors. Today, they are patting us on the backs.

"We studied the eight-hour problem, which we knew would come up in the form of bills in the legislature and would be pushed through by agitators, so we anticipated these matters and experimented with eight-hour labor. Generally speaking, we found that working our mines eight hours saved us in overhead expenses and in other ways enough to offset any loss that might come from an eight instead of a nine or ten hour day in many of our mines. After this had been thoroughly settled in our mines, we established an eight-hour day for all coal miners, complying with the union rules in that respect, but operating as non-union mines."

The letter goes on to state that the semi-monthly payday was inaugurated after the men of one mine told their superintendent that this reform would be a great convenience to them.

On December 30, 1914, Rockefeller wrote to Welborn, saying: "It will be the wish of all those connected with the fuel company to introduce as rapidly as may seem expedient the various progressive steps in such a plan as your further thought will suggest, looking toward the prevention of a possible recurrence at any time in the future of the disorder and loss on every hand which has resulted from the recent strike."

"I believe that you share with us the desire to show all deference and courtesy to the President's commission, and our feeling that their approval of your plan and if necessary their cooperation will help materially in securing the approval not only of the administration but of the public at large."

OPERATION UNSUCCESSFUL

After lingering for a week, Mrs. J. B. Barthabrun, who tried to kill herself at a ranch near Yerington by cutting her throat with a razor, died at a Yerington hospital. Complications caused heart failure. This is the woman on whom three surgeons performed a remarkable operation last week.

NOTICE TO CREDITORS

IN THE F. C. JUDICIAL DISTRICT OF THE STATE OF NEVADA, IN AND FOR NYE COUNTY, IN THE MATTER OF THE ESTATE OF PERDY A. BARKER, DECEASED. NOTICE IS HEREBY GIVEN THAT the undersigned was on April 19, 1915, duly appointed by the above entitled court as administratrix of the Estate of Perdy A. Barker, late of said County, deceased. All persons having claims against said estate are required to file the same with the proper vouchers and statutory affidavits attached, with the clerk of said court within forty days after first publication of this notice. Dated April 28, 1915. ERNESTINE M. BARKER, Administratrix. First publication April 29, 1915. Last publication May 20, 1915. H. R. COOKE, Attorney for Estate.

LETTERS OF THANKS SENT BY ADMIRALTY

(By Associated Press.)

LONDON, April 29.—The admiralty has decided to send letters of thanks on vellum to officers and men displaying daring and resource in the handling of the ships of the fleet. The letters will be equivalent to the well known "mention in the dispatches" in the army.

Such letters have thus far been sent to six officers concerned in the sinking of the U-S and U-12. The latter, says the admiralty, was sunk off the Forth. This is the first information issued of the locality of the sinking of the boat.

CORA WHITTINGTON IS BOUND TO GRAND JURY

Cora Whittington, the colored woman who was arrested a week ago by Chief of Police Evans with an opium smoker's layout in her possession, received her preliminary examination yesterday afternoon before Justice of the Peace Dunseath, who acted in the lack of a United States commissioner in this district. The woman was bound over to the federal grand jury and was taken to Reno this morning by United States Marshal A. B. Gray, to be placed in the Washoe county jail until the grand jury meets. Her bonds were fixed at \$1000.

IF YOU ARE INTERESTED IN A



READ THE FOLLOWING EXTRACT FROM THE FORD SALES BULLETIN DATED APR. 17, 1915

\$50.00 REBATE \$50.00

This is the most Important Advertisement I Ever Caused to be Published.—Read Every Word—and then Marvel!

On a personal visit to Mr. Henry Ford I broached the subject of a possible August 1st Rebate.

(The Ford Company announced last year—as you well remember—that if their total sales reached 300,000 cars between August 1, 1914, and August 1, 1915, each purchaser during that period would receive back a refund of \$40 to \$60.)

"Mr. Ford," I suggested, "is there anything I can say to our people with regard to the Ford Motor Company's 300,000 car rebate plan?"

"We shall sell the 300,000," was the quiet reply—"and in 11 months, a full month ahead of August 1st!"

"Then a refund is practically assured!"

"Yes—barring the totally unexpected. We are 50,000 to 75,000 cars behind orders today. Factory and branches are sending out 1800 daily."

I then said to Mr. Ford: "If I can make a definite refund statement we would increase our local sales 500 cars."

"You may say," was Mr. Ford's deliberate and significant reply to this—"You may say that we shall pay back to each purchaser of a Ford car between August 1, 1914, and August 1, 1915, barring the unforeseen, the sum of \$50. You may say that I authorized you to make this statement."

What can I add to the above? \$15,000,000 cash coming back to Ford owners! And to prospective Ford owners up to August 1, 1915, it actually means—Ford Touring Cars for \$490—less the \$50 rebate! Ford runabouts for \$440—less the \$50 rebate! What is there left for me to say?

JENKINS & HAND

Motor Car Co.

AGENTS

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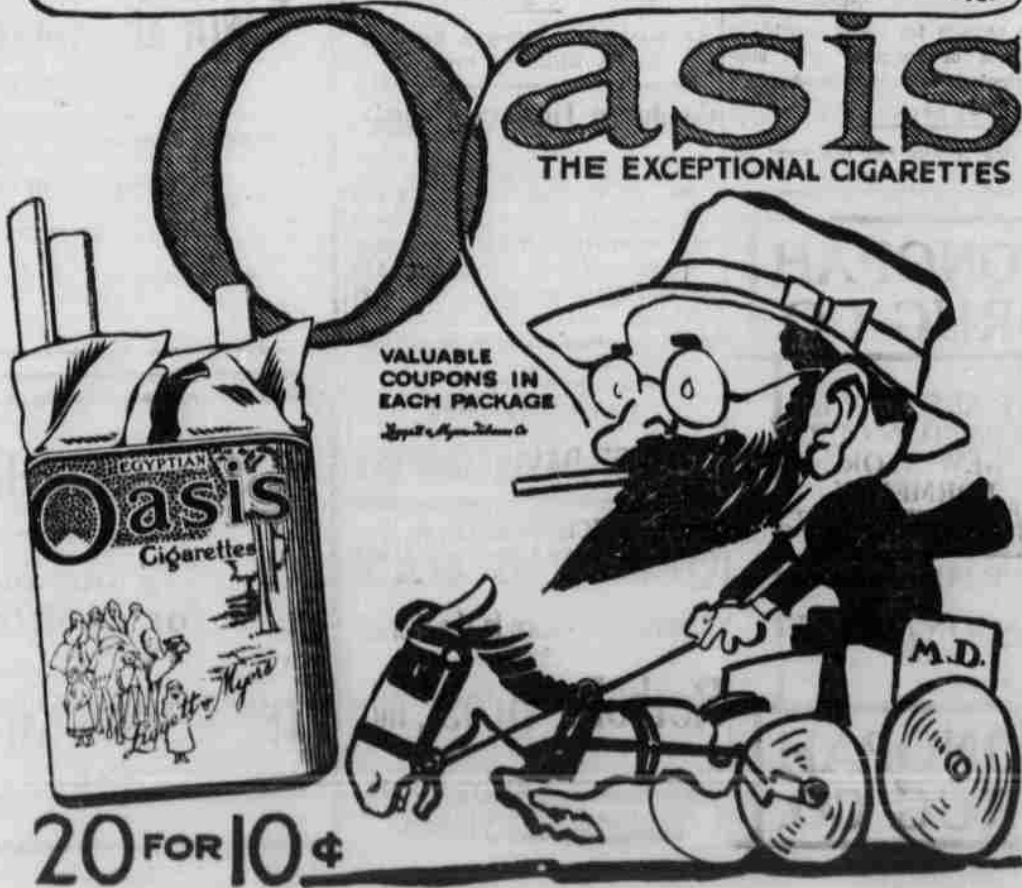
NEW TODAY

NEW TODAY

NEW TODAY

GEDAP SELIM!

JOB HONEYCUT JUST TELEPHONED THAT HE'S GOT THE MUMPS, A BOIL ON HIS NECK, TWO BUNIONS AND A NEIGHBOR WHO PLAYS THE CORNET. AN OASIS WILL CHEER HIM UP. GLANG THERE!



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An example of Brascolite efficiency. Main waiting room of Union Station, St. Louis, is 145 ft. long, 100 ft. wide, 70 ft. high. Old fixtures—wall brackets and ceiling fixture, total, 20,160 watts—all Mazda lamps replaced by Brascolite Mazda lamps, total 3,600 watts—a saving of 11,160 watts. The lighting efficiency has been doubled—a newspaper may be read in any part of the room.

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P. V. A. H. Proprietor, Progress Bakery - Water Street

Application No. 3351.
Notice of Application for Permission to appropriate the Public Waters of the State of Nevada

Notice is hereby given that on the 17th day of April, 1915, in accordance with Section 53, Chapter 140, of the Statutes of 1913, one Lyman D. Porter, of Rhyolite, County of Nye, and State of Nevada, made application to the State Engineer of Nevada for permission to appropriate the public waters of the State of Nevada. Such appropriation to be made from the Amargosa River, at a point in the N. W. ¼ of N. E. ¼ of Sec. 23, T. 11 S. R. 47 E., M. D. B. & M., by means of open cuts, tunnels and pumps and 2½ cubic feet per second is to be conveyed to the W. ½ of N. E. ¼ of Sec. 33 T. 11 S. R. 47 E., M. D. B. & M., by means of flumes, ditches and pipes, and there used for irrigation and domestic purposes. Water not to be returned to stream.

Date of first publication, April 22, 1915.

Date of last publication, May 20, 1915.

(Signed) W. M. KEARNEY,
State Engineer.

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